

City of Newport Beach
Harbor Commission report to Tidelands Management Committee
Recommendations on Public Piers
December 18, 2013

Harbor Commission Objective: Continue to evaluate the placement of existing public piers that facilitate visitor access to harbor area businesses and amenities. Develop recommendations for the repositioning or development of additional piers to improve visitor access

Approach:

- Review existing piers
- Review prior efforts/progress in support of the objective
- Identify what businesses and amenities boaters desire to visit
- Identify where public piers (or the absence thereof) limit boater access to the desired businesses or amenities
- Recommend where the City is likely to achieve the highest returns on investments in Public Piers
- Relate recommendations to Harbor and Bay Element section of the General Plan, the Harbor Area Management Plan (HAMP) and the Tidelands Capital Infrastructure Plan

Steps taken:

- Collected information on prior efforts supporting this objective
- Conducted multiple reviews of existing public piers and patterns of use
- Reviewed shore side businesses, services and amenities boaters wish to visit using peer harbor and boating community member sources
- Refined objective:
 1. Improve use of existing piers to facilitate visitor access to harbor area businesses and amenities
 2. Identify opportunities for additional piers to facilitate visitor access
- Developed recommendations in support of the objective
- Reviewed, referenced and ensured concurrence between recommendations and relevant sections of guiding documents:
 - **Tidelands Capital Infrastructure Plan** (Small Cap Projects and Maintenance Projects)
 - **Harbor and Bay Element of General Plan** (Public Access, Goal HB 6)
- Banked suggestions/recommendations for improvements to Public Piers that were not in direct support of this objective

Observations - the strengths
configuration, accessibility, maintenance/attractiveness, location



Observations - the challenges
maintenance, cleanliness, signage, boater usability



Observations - the businesses and amenities boaters most desire to visit when they come ashore:

1. Restaurants, bars and entertainment including theatres
2. Provisions and supplies including water, groceries and marine hardware
3. Shore side services including power, laundry/dry cleaning and aesthetics (gym, spa, massage, hair & nails)
4. Access to alternative recreation (hiking, biking, kayaking, SUP, etc...)
5. Access to public restrooms/other public facilities including libraries, police stations, fire stations

Observations – concentrations of the businesses and amenities boaters most desire to visit when they come ashore:



Conclusions:

- There are opportunities to improve use of existing public piers through additional maintenance, improvement and attention
- There are opportunities to place additional piers near businesses and amenities boaters desire to visit

Proposed Recommendations related to Improving Use of Existing Piers:

1. Perform more frequent and extensive cleaning, maintenance and dredging under and adjacent to all existing public piers and floats.
2. Reconfigure or reconstruct docks to optimize available space and better insulate piles/pilings from boats that want to make use of floats
3. Institute a “sponsorship” or “Adopt-a-dock” program approaching businesses, community organizations and/or individuals to partner with the City to ensure the various public docks are well maintained, safe, clean and signage is intact, complete and accurate
4. Improve existing and add amenities on the public piers that boaters use including public restrooms, fresh water, 30A electricity, upland loading zones, bike racks and marine recycling facilities
5. Add a dedicated function similar to the City Park Ranger or Police/Sheriff’s Explorer to enforce rules, identify areas/amenities requiring more attention, raise awareness and improve appeal of the facilities and emphasize the presence of this function during busy days and times of harbor use

Proposed Recommendations related to Opportunities for Additional Piers:

1. Develop new public pier at Lido Marina Village
2. Develop new public pier at Balboa Marina (Cal Rec)
3. Develop new public pier at Lower Castaways
4. Develop new public pier at the northwest base of the Lido Isle Bridge
5. Develop new public pier with access to West Pacific Coast Highway such as the east end of the Balboa Bay Resort property or equivalent

Proposed Recommendations related to Opportunities for Additional Piers:



Follow up/Follow on:

- Questions?
- Further areas of review/exploration?



California Coastal Commission Draft Sea-Level Rise Policy Guidance

A Brief Overview

Tidelands Management Committee
December 18, 2013



Public Comment Period

October 14, 2013 to January 15, 2014, 5:00 pm

California Coastal Commission

c/o Sea-Level Rise Work Group

45 Fremont Street, STE 2000

San Francisco, CA 94105

Email: SLRGuidanceDocument@coastal.ca.gov

- The City is coordinating a response that will be part of a collective letter from the Coastal Cities Issues Group of the California League of Cities.



Executive Summary of CCC Report

- In past 100 years:
 - Average global temperature increased about 1.4° F
 - Average global sea level rise increased by 7-9 inches
- National Research Council projects 55-65 inch increase by 2100



Executive Summary (cont.)

- California must be proactive
- CCC Policy will “help local governments, applicants and others address the challenges”
- Step-by-Step guidance for updated Local Coastal Programs (LCP) and Coastal Development Permits (CDP)
- Coordination with other state agencies



The Policy Provides...

1. Guiding principles for addressing sea level rise (SLR)
2. Description of best available science
3. Guidance to address coastal hazards while continuing to protect coastal resources
4. Background information on adaptation measures
5. SLR science
6. How to establish future water conditions
7. Links to helpful resources
8. Coastal Act policies relevant to SLR



Best Available Science

- 2012 National Research Council's Report:
“Sea Level Rise for the Coasts of California, Oregon and Washington: Past, Present and Future”
- SLR will cause:
 1. Flooding and inundation
 2. Increase in coastal erosion
 3. Changes in sediment supply and movement
 4. Saltwater intrusion



National Research Council Report

Sea Level Rise Projections

2000 – 2030	1.56 to 11.76 inches
2000 – 2050	4.68 to 24 inches
2000 – 2100	16.56 to 65.76 inches



Principles for Addressing SLR in the Coastal Zone

1. Use Science to Guide Decisions
2. Minimize Coastal Hazards through Planning and Development Standards
3. Maximize Protection of Public Access, Recreation and Sensitive Coastal Resources
4. Maximize Agency Coordination and Public Participation



Guidance for *Local Coastal Programs (LCP)*

Step 1: Determine a range of SLR projects relevant to LCP planning area

- “Best Science” scenarios
- Modify projections

Step 2: Identify potential physical impacts and related hazards in LCP planning area

- Submerged and intertidal lands
- Cliff and beach erosion
- Flood zones and wave impacts
- Saltwater intrusion
- Pollution

Guidance for *Local Coastal Programs* (cont.)

Step 3: Assess Risks to Coastal Resources and Development

- Rate exposure, sensitivity and capacity of each resource
- Assess consequences
- Identify options

Step 4: Identify Adaptation Measures and LCP Options

- Identify strategies to address:
 - Land use designations
 - Policies and standards
 - Building Codes
 - Ordinances



Guidance for *Local Coastal Programs* (cont.)

Step 5: Update and Certify LCP

Step 6: Monitor and Review as Necessary

- Measure progress
- Track indicators
- Assess best science every 5 years

Guidance for *Coastal Development Permits*

Step 1: Establish Projected SLR Range for Project

- Expected project life
- Use range of SLR scenarios

Step 2: Determine how SLR may Constrain Project Site

- Site-specific hazards or impacts
 - Geologic stability
 - Erosion
 - Flooding inundation etc...



Guidance for *Coastal Development Permits*

Step 3: Determine how Project Affects Coastal Resources over time

- Public access and recreation
- Coastal habitats
- Agriculture
- Water quality
- Archeological/paleontological resources
- Scenic resources

Step 4: Alternatives to Avoid Resource Impacts and Minimize Risks

- Locate project that avoids conflicts (ideally)
- Minimize likelihood that project will come in contact with hazards
- Summarize alternatives



Guidance for *Coastal Development Permits*

Step 5: Finalize Project Design and Submit Permit Application



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More Information

<http://www.coastal.ca.gov/climate/SLRguidance.html>

Executive Summary:	12 pages
Full Document (draft):	178 pages



Questions?

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Derelict, Abandoned & Impounded Vessels Issues & Solutions

Tidelands Management Committee

December 18, 2014

Derelict Abandoned or Impound

Three Categories define “derelict”

Derelicts

Seaworthy?

Inoperable?

Nuisance?

Neglect?

Abandoned

Typically left on public pier or mooring, or unclaimed.

Can be in any condition, typically stripped.

Impounded

Confiscated by Harbor Patrol off of private or public property. Typically stripped.

Derelict



- Vessels assigned to moorings
- Owners are notified by email, phone or mail
- Given an opportunity to fix the problem
- Not required to keep a boat on a mooring to retain mooring permit

Owners Taking Responsibility



Inheriting Abandoned or Impounded Vessels

**Any condition but typically stripped
of valuable electronics...**

**...and may have been used as a
living space (nuisance and neglect)**



The Process

- Lien sale process
 - Notification to last registered owner
 - Waiting periods
- Auctions
 - 2-3/yr. depending on number of vessels
 - 20 small craft per event
 - ~\$2,000 profits per event
- Demo
 - What doesn't sell
 - Costly



DEMO

- Legally “junked”
- Vessels hauled out, broken apart, and disposed in land fill
- Costs range from \$1200-\$6000 for each
- City junks ~10 vessels each year

Contractor



City Staff



Recouping Costs

DBAW/ Parks Grants

- Abandoned Watercraft and Abatement Fund (AWAF)
 - Provides funds to public agencies to remove, store, and dispose of abandoned, wrecked, partially submerged vessels
 - 10% match
- Vessel Turn In Program (VTIP)
 - Allows a vessel owner to turn in their vessel to a public agency in lieu of abandonment
 - 10% match
- Apply for funds in 2014
- County has limited funds from 2013 grant award

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